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**URBAN  
MUNICIPAL**

**CITY OF HAMILTON /  
REGION OF HAMILTON-WENTWORTH**

**South Mountain Area  
Transportation Master Plan Study**

**Information Package for the  
First Set of Public Meetings**

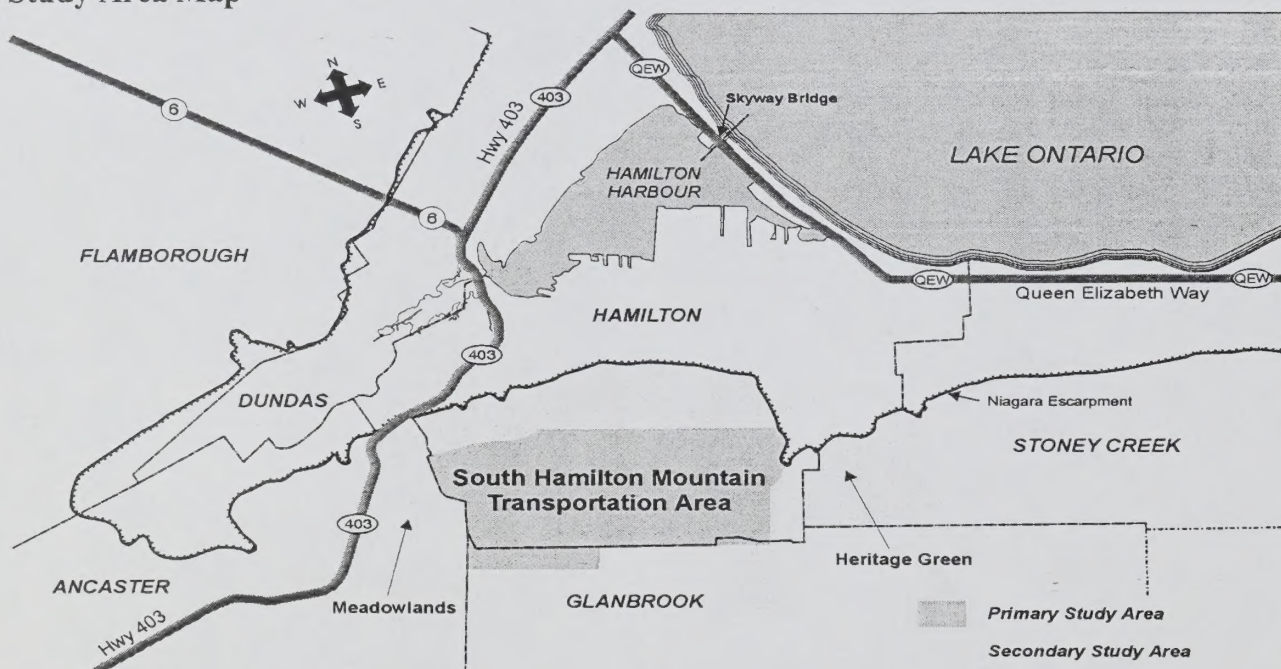
**November 3, and 4, 1999**

**Introduction.** The Region of Hamilton-Wentworth is undertaking the South Mountain Area Transportation Master Plan Study in accordance with the requirements of the Class Environment Assessment Process for Municipal Road Projects.

The information you are about to review may or may not reflect what's important to you. Your thoughts and ideas are needed. Please take the time to complete the attached questionnaire /comment sheet so that your thoughts and ideas can be reflected in our study.

As you review the information please consider the questions we are asking. Your responses will be used to shape the work we will complete over the next six months.

### Study Area Map



### Why are we doing this study? Four reasons:

1. We need to identify what (if any) improvements need to be made to the transportation system in the South Mountain Area as a result of the Lincoln Alexander Parkway (LINC) opening in October 1997.
2. We need to ensure that the transportation system will be able to accommodate the growth in traffic that is expected to occur over the next twenty years due to planned growth in the South Mountain Area.
3. We need to identify a 20 year action plan for improvements to the transportation system that reflects the best use of tax dollars.
4. We need to explore ways that will make us less reliant on the automobile and more accepting of different forms of transportation such as walking, cycling and transit.



**The Class Environmental Assessment (Class EA) Process.** We are following the Provincially approved Class EA process because we want to:

- ensure that you have the opportunity to be involved before decisions are made;
- get an understanding of what transportation problems/deficiencies and opportunities exist now and are anticipated in the future;
- based on the problems/deficiencies and opportunities, consider and compare a range of different transportation solutions; and
- provide clear and complete documentation of the process that will lead to the selection of a preferred transportation solution.

**What is a Master Plan?** A Transportation Master Plan is an analysis of a transportation system that is undertaken to determine the need for improvements over a long time period.

Once approved by Regional Council, this Master Plan will recommend a set of roadway corridor improvements in the South Mountain Area to be implemented over the next 20 years.

The advantage of Master Plan studies like this is the potential for significant cost and timesavings compared to separate individual roadway planning studies.

**Transportation Problems and Opportunities.** The maps on the following pages illustrate the problems/deficiencies and opportunities that are anticipated in the future (by year 2021).

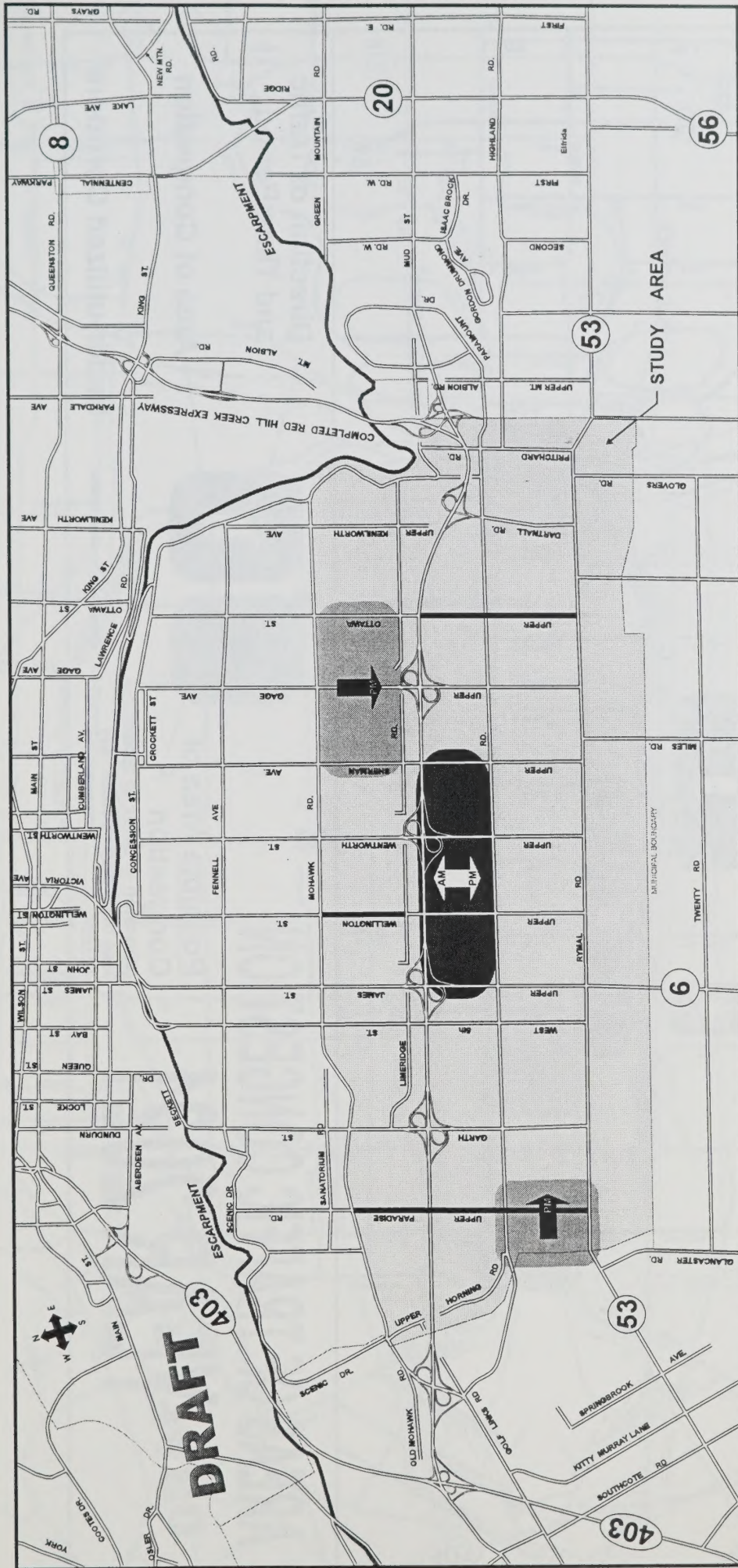
- **What do we consider a Problem/Deficiency?** Congested roadways during morning/evening rush hour periods, a higher than average number of accidents along a roadway, and potholes and uneven pavement, are all examples of problems/deficiencies that we intend to address.
- **What do we consider an Opportunity?** Roads that can be changed without affecting user safety or creating unacceptable congestion. Adding turning lanes and bike lanes, are two examples.

***QUESTION – should we change or add to these definitions?***









Direction of Traffic  
and Time Period

Area of Congestion

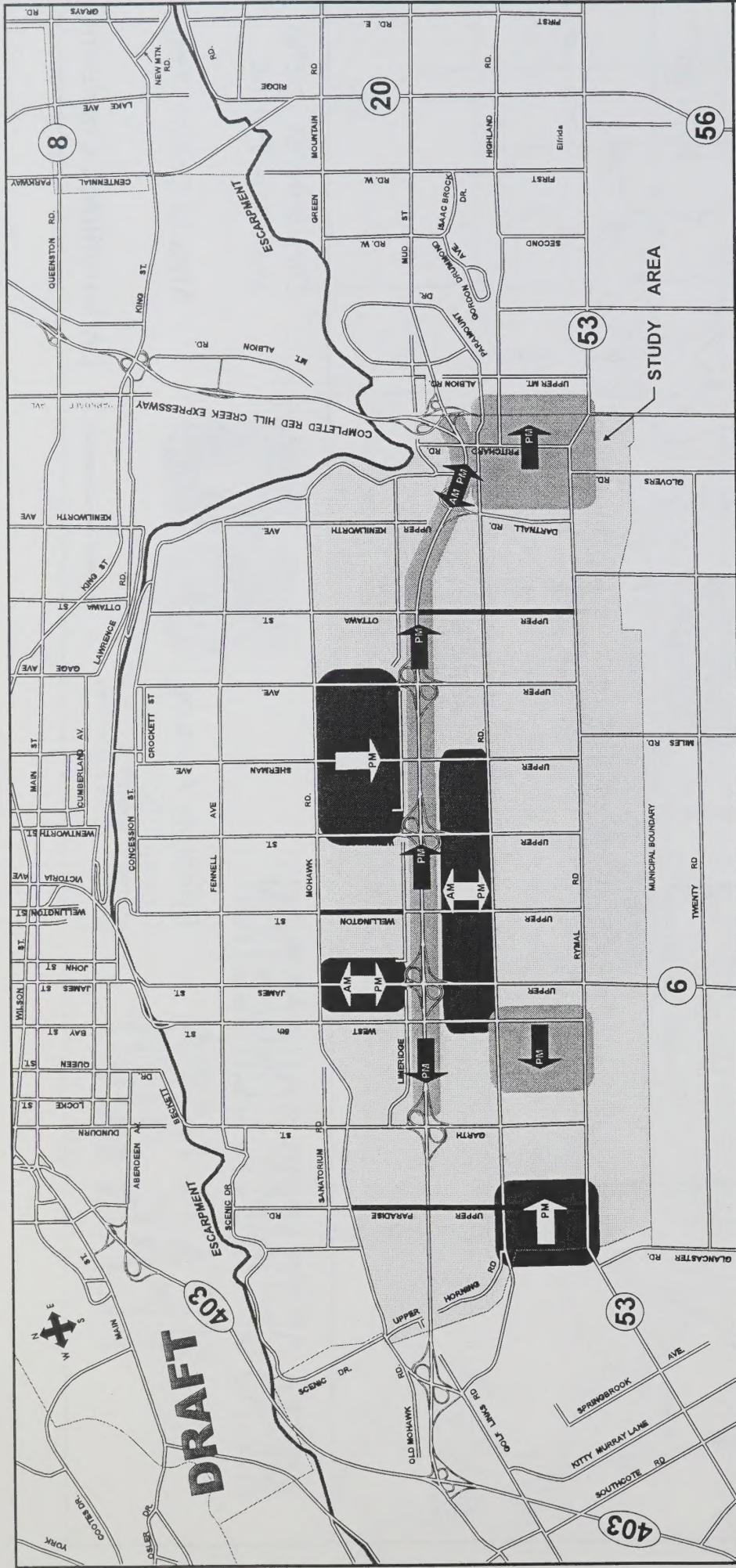
Under-utilized Corridors

# AREAS OF TRAFFIC CONGESTION

# YEAR 2006

Possible Area of  
Congestion  
(division of traffic to other  
less busy major routes may  
occur)

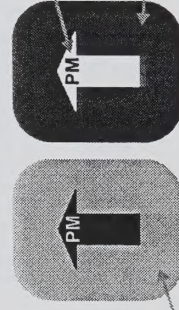




Direction of Traffic  
and Time Period

Area of Congestion

Under-utilized Corridors



Possible Area of  
Congestion  
(diversion of traffic to other  
less busy major routes may  
occur)

AREAS OF TRAFFIC CONGESTION

YEAR 2021





- Roads With Significantly Higher Accident Rate Than Would Normally Be Expected
- On-Street Bike Route with Moderate to High Volumes and/or Narrow Traffic Lanes
- Opportunity to Enhance Safety for Non-Auto Users
- Intersections With Highest Number of Collisions
- Future Connection of Caledonia Rail Trail to Escarpment Rail Trail

# ROAD & CORRIDOR SAFETY

# 1999





# ROAD CONDITIONS 1999

## Road Condition \*

- Very Good
- Good
- Fair - Good
- Fair
- Poor - Fair

\* Assessment includes condition of road surface, road base and overall structural integrity

## Relative Remaining Life

- 12 to 15 years with some maintenance
- 10 to 12 years with some maintenance
- 8 to 10 years with some maintenance
- 6 to 8 years with some maintenance
- 1 to 6 years with some maintenance



**Possible Solutions to Problems.** There is usually more than one way to solve a problem. The range of possible solutions to the problems previously mentioned is as follows:

Traffic Congestion

- Expand existing transit service
- Limit or manage subdivision development
- Divert traffic to other roads
- Widen existing roads/ construct new roads

Roadway Corridor Safety

- Modify grade of road and/or alignment
- Resurface/reconstruct existing roads
- Modify traffic patterns by adding turn lanes
- Provide sidewalks, bike lanes etc.

Road Condition

- Resurface / reconstruct existing roads

In addition to the above, the "**Do Nothing**" option will also be considered. With the "Do Nothing" option no improvements would be made to solve the identified Problem. A decision to Do Nothing would typically be made when the impacts of an option outweigh the benefits.

***QUESTION - What other types of solutions would you like us to consider?***

**Comparing Solutions.** Before choosing a Preferred Solution, we must understand the environmental impact of each possible Solution. The term 'environment' encompasses areas of natural, social, economic, cultural and technical features that could be positively or negatively impacted by the proposed solution under consideration.

For example, if it appears a particular road is experiencing a significant amount of traffic congestion and we propose to widen it from 2 to 4 lanes, we will want to know:

- How much will it cost?
- How much private property will be required?
- Are there trees or other natural features affected?
- Are there any historic buildings affected?
- How much additional noise will be created?

With answers to questions like these we will compare the merits of each solution so that a Preferred Solution can be selected.

***QUESTION – What do you think?***



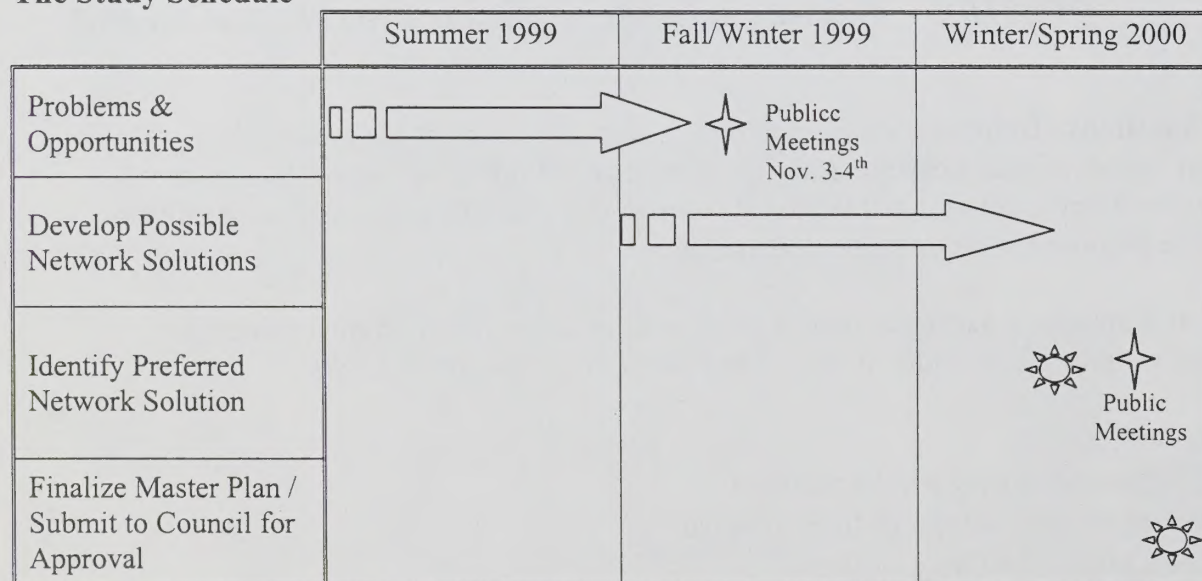
**Implementing the Solution.** The best transportation network solution is dependent on the consideration of factors (problems and opportunities) that are all connected in some way.

The best way to implement the transportation solution is similar in that the relative importance of addressing problems and opportunities, funding availability, and the time in which the improvements are needed are also connected. In that regard, the development of the Preferred Solution will include an action plan that will identify where, and when, improvements will be made that reflects the best use of tax dollars.

**What Happens Next?** After this set of meetings we will:

- use your thoughts and ideas for both finalizing the Problems and Opportunities statement and developing a set of possible Solutions
- develop a set of evaluation criteria that reflects what you think is important and evaluate the merits of each of the possible Solutions
- present the results of the evaluation, and staff's Preferred Solution, at the next set of public meetings in early 2000.

### The Study Schedule





**SOUTH MOUNTAIN AREA  
TRANSPORTATION MASTER PLAN STUDY**

**City of Hamilton/Regional Municipality of Hamilton-Wentworth**

**COMMENT SHEET**

**Public Information Meeting No. 1**

Meeting Attended: ☐ Wednesday, November 3 ☐ Thursday, November 4

Your comments are important. Therefore, we ask that you answer the following questions about what you consider to be important for the future transportation system in the South Mountain Area.

1. How significant a problem is traffic congestion in the South Mountain Area?      Very Significant ☐      Significant ☐      Insignificant ☐      Don't Know ☐

Where are the problem areas and when do they occur?

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2. How significant a problem is motorist, cyclist or pedestrian safety in the South Mountain Area?

- a) Motorist      Very Significant ☐      Significant ☐      Insignificant ☐      Don't Know ☐

Where are the problem areas?

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- b) Cyclist      Very Significant ☐      Significant ☐      Insignificant ☐      Don't Know ☐

Where are the problem areas?

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- c) Pedestrian      Very Significant ☐      Significant ☐      Insignificant ☐      Don't Know ☐

Where are the problem areas?

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3. How important is HSR transit service in the South Mountain Area?      Very Significant ☐      Significant ☐      Insignificant ☐      Don't Know ☐

What, if any, improvements need to be made?

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**COMMENTS (please print):**  
**(additional room on reverse)**

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Please leave your completed Comment Sheet in the drop box provided or mail (before Nov. 19, 1999) to:

Ray Smith, Environmental Planner  
City of Hamilton/Regional Municipality of Hamilton-Wentworth  
320-77 James Street North, Hamilton, Ontario L8R 2K3  
E-mail: rsmith@hamilton-went.on.ca

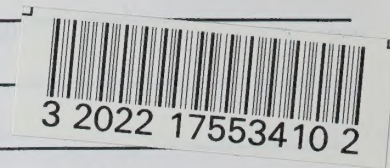
**Name and Address:**

*To fulfil Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record.*

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